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Barry Port Health Authority

Annual Report

For the Year 1951

By

The Port Medical Officer

Mary Lennox,

B.Sc., M.B., B.Ch., D.P.H. (Wales).

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BARRY
E. J. Llewellyn, Printers,
Main St., Cadoxton

Borough of Barry

HEALTH COMMITTEE of the Barry Port Health Authority, 1951

Chairman :

Councillor C. B. KING.

Vice Chairman :

Alderman J. T. DAVIES, J.P.

The Mayor (Ald. S. SIMMONDS, J.P)	Councillor A. T. DAVIES.
Alderman Mrs. M. HOLLAND.	Councillor J. G. DAVIES.
Alderman Dr. P. D. RICHARDS.	Councillor R. M. HOWELL.
Councillor Mrs. E. M. THOMSON.	Councillor A. R. M. ROOK.
Councillor F. ATKINS.	Councillor E. G. SHEEN.

(The above Constitution is as existing on the 31st December, 1951)

Clerk to Port Health Authority :

T. D. HOWELLS.

Port Medical Officer :

MARY LENNOX, B.Sc., M.B., B.Ch., D.P.H. (Wales).

Deputy Port Medical Officer (Part-time) :

G. W. MONRO, T.D., M.B., Ch.B., D.P.H.

Chief Port Health Inspector :

C. H. SYMMONDS,* CERT.S.I.B., M.S.I.A., A.M.INST., B.E.

Port Health Inspectors :

G. E. KNIGHT,† CERT., S.I.B., A.R. San.I.
F. W. RICHARDS,† CERT., S.I.B.

Rodent Operator :

A. F. TURNER.

Clerk :

W. F. WAITE (left employ 27/3/51).

A. G. THOMAS (commenced 12/4/51).

* Also holds Certificate for Inspection of Meat and other Foods.

† Also holds Master Mariner's Certificate (B.O.T.).



Barry Port Health Authority.

PUBLIC HEALTH DEPARTMENT,
WOODLANDS ROAD,
BARRY, GLAM.

*To the Chairman and Members of the Health Committee of the
Barry Port Health Authority.*

Mr. Chairman, Ladies and Gentlemen,

I beg to submit my Report for the Year 1951.

This is the 63rd Annual Report of the Barry Port Health Authority and covers the work of the Authority during the Year. The Report has been prepared on the lines as indicated in Circular 39/51 (Memo 302/S.A. 1946) issued by the Ministry of Health to Port Health Authorities.

Constitution of Port Health Authority.

The Port Health Authority was constituted by an Order of the Local Government Board, dated 27th July, 1893, and an amending Order, dated 27th April, 1938, of the Ministry of Health, made under Sections 3, 9 and 314 of the Public Health Act, 1936.

The Port Health Authority is the Mayor, Aldermen and Burgeses of the Borough of Barry, acting by the Council.

Jurisdiction of the Port.

No alteration was made during the Year in the limits of jurisdiction of the Port Health Authority. Full details of existing limits have been given in previous reports.

AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1951.

Details in respect of the amount of shipping which entered the Port during the Year are given in Table A (page 5).

By comparison with the figures for 1950, the amount of shipping entering the Port showed a welcome increase—209,615 tons (54,258 and 155,357 in foreign and coastwise respectively) or some 15% increase on the 1950 total.

Total Imports and Exports increased during the Year by 192,757 tons. This figure should not be viewed too optimistically as 1950 was a particularly bad year, showing a decrease of over 179,000 tons on the 1949 figures.

However, the developments mentioned in the 1950 Report, i.e. the installation of storage tanks on the Mole and the West end of No. 1 Dock by Messrs. Cory Brothers & Co. Ltd. and the dry-dock extensions undertaken by Messrs. C. H. Bailey Ltd. have played an important part in the improved figures given above. It is hoped that the present upward trend will be accelerated in the future.

New Legislation.

An important development in Port Health Administration during the Year was the making of the Order in Council—The Prevention of Damage by Pests (Application to Shipping) Order, 1951, which was put into operation on October 1st, 1951. The provisions of the Order are set out briefly in the body of the Report.

I.—AMOUNT OF SHIPPING ENTERING THE PORT
DURING 1951.

TABLE A.

	Number	Tonnage	Number Inspected		No. reported to be defective	No. of vessels on which defects were remedied	No. of vessels on which defects were found and reported to Ministry of Transport Surveyors	No. of vessels reported as having or having had during the voyage infectious disease on board
			By the Medical Officer of Health	By the Sanitary Inspectors				
FOREIGN								
Steamers	131	229,185	17	126	25	25	—	3
*Motors	31	53,903	4	33	1	1	—	—
Sailing	—	—	—	—	—	—	—	—
Fishing	—	—	—	—	—	—	—	—
Total Foreign	162	283,088	21	159	26	26	—	3
COASTWISE								
Steamers	1,777	1,054,110	4	363	59	55	—	—
*Motors	647	268,607	—	133	10	9	—	—
Sailing	—	—	—	—	—	—	—	—
Fishing	—	—	—	—	—	—	—	—
Total Coastwise	2,424	1,322,717	4	496	69	64	—	—
Total Foreign and Coastwise	2,586	1,605,805	25	655	95	90	—	3

*Includes mechanically propelled vessels other than steamers.

SHIPS INSPECTED DURING THE YEAR.

This table indicates the nationality of ships inspected during the Year. As will be seen, the majority were British, with the remainder comprising mainly Dutch, Danish, Norwegian and Panamanian.

Nationality.	Motor and Steam	Sail	Total
American	2	—	2
Belgian	2	—	2
British	385	—	385
Canadian	1	—	1
Costa Rican	10	—	10
Danish	48	—	48
Dutch	54	—	54
Egyptian	1	—	1
Eirean	1	—	1
Finnish	4	—	4
French	18	—	18
German	13	—	13
Greek	13	—	13
Indian	1	—	1
Italian	4	—	4
Liberian	1	—	1
Maltese	4	—	4
Monrovia	1	—	1
Norwegian	36	—	36
Panamanian	28	—	28
Spanish	5	—	5
Swedish	17	—	17
Syrian	2	—	2
Turkish	4	—	4
TOTAL ...	655	—	655

II. CHARACTER OF TRADE OF PORT.

TABLE B.

(a) Passenger Traffic during 1951.

The Port of Barry is not an approved port under the Aliens Order, 1920. Nevertheless, a small amount of passenger traffic is dealt with.

The following details have been supplied by the courtesy of Mr. E. W. Clarke, H.M. Immigration Officer, Barry.

In the four years 1936—1939, the average annual amount of passenger traffic was 182 (inwards and outwards). Since the end of the war, despite the difficulties of foreign travel due to currency restrictions and the decrease of shipping at Barry Docks, the amount of traffic has increased. The annual average since 1946 has been 233.

The figures for the year 1951 were as follows:—

No. of Passengers		1st Class	2nd Class	3rd Class	Trans-migrants	Total
Inwards	Aliens	31			—	71
	British	40			—	
Outwards	Aliens	40			—	139
	British	99			—	

(b) Cargo Traffic.

The following details have been kindly provided by the Dock Manager, Barry Docks (Docks and Inland Waterways Executive—South Wales Docks) and indicate the nature and amount of Imports and Exports during the years 1950 and 1951.

IMPORTS.					1950.	1951.
Coal and Coke ... ..	...	...	...	...	72 tons	109,128 tons
Building and Road Materials ... ..	...	...	...	...	17,225 "	30,740 "
Fruit and Vegetables ... ..	...	...	...	...	10 "	— "
Grain and Flour, etc. ... ..	...	...	...	...	80,028 "	103,675 "
Food and Provisions ... ..	...	...	...	...	383 "	2,774 "
Ores (other than Iron) ... ..	...	...	...	...	— "	211 "
Oil and Spirit ... ..	...	...	...	...	70,750 "	163,635 "
Iron and Steel (including Scrap) ... ..	...	...	...	...	— "	6,647 "
Pitwood and Mining Timber ... ..	...	...	...	...	113,109 "	118,165 "
Other Timber ... ..	...	...	...	...	1,310 "	18,845 "
Chemicals and Chemical Fertilizers ... ..	...	...	...	...	34 "	3,835 "
General Cargo ... ..	...	...	...	...	13,618 "	24,961 "
Total Imports					296,539 tons	582,616 tons

EXPORTS..					1950.	1951.
Coal and Coke ... ..	...	...	...	...	2,438,626 tons	2,333,874 tons
Building and Road Materials ... ..	...	...	...	...	1,208 "	3,520 "
Processed Food and Drink ... ..	...	...	...	...	8,337 "	15,278 "
Grain and Flour ... ..	...	...	...	...	17,043 "	14,841 "
Chemicals and Chemical Fertilizers ... ..	...	...	...	...	— "	9 "
Tobacco ... ..	...	...	...	...	59 "	— "
Vehicles and Vehicle Parts ... ..	...	...	...	...	2,468 "	804 "
Tinplates ... ..	...	...	...	...	1,395 "	98 "
Iron and Steel Goods ... ..	...	...	...	...	993 "	145 "
Oil and Spirit ... ..	...	...	...	...	57,485 "	64,893 "
General Cargo ... ..	...	...	...	...	20,772 "	21,604 "
Total Exports					2,548,386 tons	2,455,066 tons

Total Imports and Exports					1950. 2,844,925 tons	1951. 3,037,682 tons
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(c) **Foreign Ports from which vessels arrive.**

ALGERIA.	Oran, Port Breyra.
AMERICA	New Orleans, Newport News, Norfolk.
ARGENTINE.	Buenos Aires, Monte Video.
AUSTRALIA.	Geelong, Geraldton.
AZORES.	Panta Delgarda.
CANADA.	Goosebay, Montreal, Vancouver.
CUBA.	Tarafa.
DENMARK.	Copenhagen.
EGYPT.	Port Said.
FAROES.	Thorshavn.
FINLAND.	Hamina, Himanka, Kopilla, Mantilouto, Wismar.
FRANCE.	Bayonne, Bordeaux, Boulogne, Brest, Dunkirk, Fecamp, Rouen.
GERMANY.	Bremen, Hamburg.
GIBRALTAR.	
GREENLAND.	Fredericksdaal.
HOLLAND.	Amsterdam, Rotterdam.
ITALY.	Cretonia.
LIBYA.	Tripoli.
NORWAY.	Arndahl, Oslo.
PORTUGAL.	Leixious, Lisbon.
RUSSIA.	Archangel, Novo Rossuck, Odessa.
SPAIN.	Bilbao, Kuza.
SWEDEN.	Halmstad, Nykoping, Norkopping, Ronneby, Werke Bank.
TRINIDAD.	Port of Spain.

III. SOURCES OF WATER SUPPLY.

1. (a) For the Port. Drinking water is supplied from the town supply, through the Docks and Inland Waterways Executive—South Wales Docks.
- (b) For Shipping. The same supply as in (a) is used for shipping.
2. Hydrants & hosepipes. Regular samples are taken from hydrants on the dockside.
3. Water Boats. There are no water boats in use in the Port.

Thirteen samples of water were taken from ships.

In each case where the water was found unsatisfactory, the tanks were emptied and cleansed before taking a fresh supply of water on board.

Nine samples were taken from the dockside and all were satisfactory.

Results of Bacteriological Examination of Water.

Source.	Number of Samples.	Satisfactory	Moderate Purity.	Doubtful Purity.	Contaminated.
Vessels.	13	11	—	—	2
Dockside.	9	9	—	—	—

IV. PORT HEALTH REGULATIONS, 1933 and 1945.

Several of the arrangements made under these Regulations have been described in previous reports and in accordance with paragraph 2 of Circular 39/51 (Ministry of Health) such details are omitted from this report-reference following sub-headings (1) (2) (3) (4) and (5).

- (1) **Arrangements for Dealing with Declaration of Health.**
- (2) **Boarding of Vessels on Arrival.**
- (3) **Notification to the Authority of Inward Vessels requiring Special Attention (Wireless Messages, Land Signal Stations, etc.)**
- (4) **Mooring Stations Designated under Article 10.**
 - (a) *Within the Docks.*
 - (b) *Outside the Docks.*
- (5) **Particulars of any Standing Exemptions from the Provisions of Article 14.**
- (6) **Experience of Working of Article 16.**

During the Year, it was not necessary to enforce the provisions of this Article.

- (7) **What, if any, arrangements have been made for—**

- (a) *Premises and Waiting Rooms for Medical Examination.*

The Port Medical Officer's Office and Port Health Inspectors' Office are available if and when required. Adequate facilities are usually found to be available on board vessels.

- (b) *Cleansing and Disinfection of Ships, Persons and Clothing and Other Articles.*

The Port Health Officers undertake the disinfection of infected quarters. Infected bedding and clothing are removed to the Public Health Centre for steam disinfection.

Verminous persons are also removed to the Public Health Centre, where they are bathed and treated. Their clothing and other belongings are, if necessary, dealt with at the same time by steam disinfection.

- (c) *Premises for the Temporary Accommodation of Persons for whom such accommodation is required for the purposes of the Regulations.*

Hospital accommodation would be available for patients, whilst in the case of fit persons, necessary provision would be made by Shipping Agents.

- (d) *Hospital accommodation available for Plague, Cholera, Yellow Fever, Smallpox and other Infectious Diseases.*

The Welsh Regional Hospital Board provides the 200 bedded City Isolation Hospital, Cardiff, which is under the control of Dr. G. Emrys Harries, Consultant in Infectious Diseases.

In addition, the following arrangements have been made for the reception of smallpox patients. The Penrhys Hospital, Rhondda, is maintained in full working order and any case of smallpox can be admitted within an hour of notification.

- (e) *Ambulance Transport.*

The Ambulance Service is the responsibility of the Glamorgan County Council. The local headquarters of the Service are at the rear of Crossways Street, Barry—a distance of $\frac{1}{4}$ mile from the dock area.

- (f) *Supervision of Contacts.*

Contacts, if allowed to remain on the ship, are kept under daily observation by the Port Medical Officer. If, after examination, they are permitted to proceed to their own homes, their names and addresses are taken and notification is sent to the Medical Officer of Health of the District to which they are going.

(8) Arrangements for the bacteriological or pathological examination of rats for plague.

These examinations are carried out by the Public Health Laboratory Service (directed by the Medical Research Council for the Ministry of Health), The Parade, Cardiff.

(9) Arrangements for other bacteriological or pathological examinations.

The arrangements are the same as for (8) above.

(10) Treatment of Venereal Disease among seamen.

Careful enquiries are always made of the responsible officers of ships as to the possibility of cases of venereal disease amongst the crew, and leaflets with full directions are distributed to masters of vessels.

A Venereal Diseases Clinic is held twice a week at the Public Health Department, Woodlands Road, Barry. The Clinic forms part of the service provided by the Welsh Regional Hospital Board (Cardiff Hospital Management Committee). Other convenient Clinics are held in Cardiff (Cardiff Royal Infirmary and Royal Hamadryad Seamen's Hospital). Full details of days and times of the various clinics are always made available to seamen.

Dr. Philip Simon, B.Sc., M.R.C.S., L.R.C.P., Medical Officer i/c Clinic, has kindly provided the following details of attendances at the Barry Clinic.

Seaman treated at Barry Venereal Diseases Clinic—1951.

	Syphilis	Soft Chancre	Gonorrhoea	Non-Gon- ococcal Urethritis	Non- Venereal	Totals
Cases						
Total	18	1	30	12	134	195
New	2	1	21	12	113	149
Attendances						
Total	158	7	111	37	293	606
New	32	7	105	37	214	395

(11) Arrangements for the interment of dead.

Dead bodies on ships are removed to the Barry Corporation Mortuary and necessary action taken to secure burial.

National Assistance Act, 1948. (Section 50) (Burial of Dead).

During the Year, the Department was called upon, in two instances, to take action in respect of seamen.

In both cases, full costs were recovered.

Medical Services in the Port.

The Barry Docks Medical Centre, which was opened on the 6th December, 1950, is still in operation and I am indebted to the Medical Officer of the South Wales Port Medical Service of the National Dock Labour Board, for the following details of cases treated during the Year.

New Cases	....	....	..	....	1,542.
Redressings	....	....	....	....	3,630.
					<hr/>
Total	....	....	....	....	5,172.
					<hr/>

Tables C and D. (Memo 302/S.A.—December, 1946).

TABLE C.

Cases of Infectious Sickness landed from Vessels.

Disease.	No of Cases during the Year.		No. of vessels concerned	Average No. of Cases for previous 5 years
	Passengers	Crew		
Chicken Pox	—	—	—	0.2
Diphtheria	—	—	—	0.2
Influenza	—	—	—	0.2
Malaria	—	—	—	0.6
Measles	—	1	1	0.2
Pneumonia	—	1	1	—
Tuberculosis	—	1	1	0.8

TABLE D.

Cases of Infectious Sickness occurring on vessels during the voyage but disposed of prior to arrival.

Disease.	No. of Cases during the Year.		No. of vessels concerned	Average No. of Cases for previous 5 years
	Passengers	Crew		
Diphtheria	—	—	—	0.2
Malaria	—	—	—	0.2
Measles	—	—	—	0.2

V. MEASURES AGAINST RODENTS.

Steps taken for detection of Rodent Plague.

(a) In ships in the Port.

Trapping is carried out on vessels arriving from Infected Areas and on any ship which shows evidence of a rat population. Any rats found dead on board a vessel are submitted for examination by the Public Health Laboratory Service. A proportion of those trapped is also forwarded for examination.

(b) On quays, wharves, warehouses, etc., in the vicinity of the port.

Close co-operation is maintained between the Rodent Operators of the Port Health Authority and the Docks and Inland Waterways Executive.

Measures taken to prevent the passage of rats between ships and the shore.

All vessels are advised to place rat guards on the mooring ropes. Ships from 'Infected Areas' and those upon which rats are known to be, are required to adopt this procedure and inspections are made to ensure necessary compliance.

Methods of Deratisation.

(a) Ships.

Deratisation of vessels in this port is carried out by private firms under the supervision of the Port Health Inspectors. Two methods of rat destruction were used during the Year (1) Fumigation by Hydrogen Cyanide and (2) Trapping.

(b) Premises in the vicinity of Docks and Quays.

Trapping and poisoning were the methods used in these premises.

Measures taken for the detection of rat prevalence in ships and on shore.

All foreign-going vessels are inspected as soon as possible after arrival, whilst those engaged in coastal trade are inspected at regular intervals.

An important development in respect of coastal shipping was the introduction of the Prevention of Damage by Pests (Application to Shipping) Order, 1951.

This Order, made under Section 23 of the Prevention of Damage by Pests Act, 1949, came into force on the 1st October, 1951, and, with certain modifications, enabled the provisions of the parent Act to be made applicable to shipping.

Briefly, it enlarged the powers of Port Health Authorities in that coastal shipping, previously exempt from control in respect of possible rat infestation, is now encompassed in this Order and subject to measures which have long obtained in respect of other sea going vessels (i.e. vessels trading from this Country beyond the confines of the United Kingdom, Channel Islands and Isle of Man).

Procedure is basically similar to that prescribed for the issue of International Deratisation or Deratisation Exemption Certificates, with slight differences in that Rodent Control Certificates are valid only for four months (as against six months for the International Certificates) and that, at present, no charge is made for their issue.

It will, of course, be appreciated that Rodent Control Certificates have no International standing, are not applicable outside the United Kingdom, Channel Islands and Isle of Man, and therefore do not, in any way, affect Regulations governing the issue of International Deratisation and Deratisation Exemption Certificates.

During the Year (i.e. from 1st October) 8 Rodent Control Certificates were issued.

Rat-Proofing.

(a) *To what extent are docks, wharves, warehouses, etc., rat-proof?*

Generally speaking, the warehouses, etc., at the Docks are brick or metal built and all reasonable steps are taken to prevent rat harbourage.

(b) *Action taken to extend rat-proofing.*

(i) *In Ships.*

Emphasis is laid upon the necessity for extending rat-proofing to the utmost and all steps are taken to ensure that these measures are suitably maintained.

(ii) *On Shore.*

General inspections are made of warehouses, out-buildings, drains, etc., on the dockside and the attention of authorities concerned is drawn to any defects discovered.

Rats destroyed during the Year.

The number of rats destroyed on vessels shows a pleasing reduction—62 as compared with 8,078 in the previous year. The enormous total for 1950 was due to the 7,896 destroyed on the grain-carrying s.v. 'Pamir' which was reported in full in the 1950 Annual Report. Even when this abnormal occurrence is omitted, the total for 1951 compares very favourably with 182 destroyed on other ships during 1950. It is to be hoped that this downward trend will continue. This reduction is also reflected in the comparative figures for the docks, quays, wharves and warehouses. (1950 - 98: 1951 - 63).

RATS DESTROYED DURING THE YEAR.

TABLE E.

(1) On Vessels.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total
Black Rats	—	—	—	—	4	—	—	—	43	—	14	—	61
Brown Rats	—	—	—	—	—	—	—	—	—	—	—	—	—
Species not recorded ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Rats examined	—	—	—	—	—	—	—	—	4	—	2	—	6
Infected	—	—	—	—	—	—	—	—	—	—	—	—	—

TABLE F.

(2) In Docks, Quays, Wharves and Warehouses.

Number of Rats	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	Total
Black Rats	—	—	—	—	—	—	—	—	—	—	—	—	—
Brown Rats	—	—	—	—	—	—	—	—	—	—	—	—	—
Black Rats*	2	14	—	—	—	—	—	—	—	—	—	—	16
Brown Rats*	1	5	5	1	7	6	3	2	8	3	6	—	47
Species not recorded ...	—	—	—	—	—	—	—	—	—	—	—	—	—
Rats examined	—	—	—	—	—	—	—	—	—	—	—	—	—
Infected	—	—	—	—	—	—	—	—	—	—	—	—	—

* Rats reported thus were caught by Rodent Operator employed by Docks and Inland Waterways Executive (South Wales Docks).

TABLE G.

Measures of Rat Destruction on Plague "infected" or "suspected" vessel or vessels from plague infected ports arriving in the Port during the Year.

Total Number of such vessels arriving	Number of such vessels fumigated by SO ₂	Number of Rats killed	Number of such vessels fumigated by HCN	Number of Rats killed	Number of such vessels on which trapping, poisoning, etc., were employed	Number of Rats killed	Number of such vessels on which measures of Rat destruction were not carried out
1	2	3	4	5	6	7	8
—	—	—	—	—	—	—	—

TABLE H.

Deratisation Certificates and Deratisation Exemption Certificates issued during the Year.

Net Tonnage	No. of Ships	No. of Deratisation Certificates Issued				No. of Deratisation Exemption Certificates Issued	Total Certificates Issued
		After fumigation with		After Trapping Poisoning etc.	Total		
		HCN	SO ₂				
Ships up to 300 tons	6	—	—	—	—	6	6
Ships from 301-1,000 tons	23	—	—	—	—	23	23
Ships from 1,001-3,000 tons	16	2	—	—	2	14	16
Ships from 3,001-10,000 tons	18	2	—	—	2	16	18
Ships over 10,000 tons	—	—	—	—	—	—	—
Totals	63	4	—	—	4	59	63

VI. HYGIENE OF CREWS' SPACES.

TABLE J. (Ministry of Health).

Classification of Nuisances.

Nationality of Vessel	Number Inspected during the year	Defects of Original Construction	Structural Defects through wear and tear	Dirt, Vermin and other conditions prejudicial to health
British	385	4	33	66
Other Nations	270	3	7	42

DEFECTS OF SANITATION.

	Defects discovered.	Defects remedied.	Defects not remedied.
Defects of Original Construction			
No clothes lockers	1	1	—
No wash-places	1	—	1
No messrooms	1	—	1
No food lockers	1	1	—
No natural lighting to accommodation	1	—	1
Unventilated food lockers	1	—	1
Chain locker open to forecandle ...	1	—	1
Total ...	7	2	5
Structural Defects through wear & tear			
Defective water closet valves	2	2	—
Defective water closet seats	5	5	—
„ water closets	5	5	—
„ door locks	3	3	—
„ galley floors	1	1	—
„ „ stoves	2	2	—
„ port rubbers	5	5	—
„ fresh water pump	1	1	—
„ wash basins	1	1	—
Leaking deckheads	1	1	—
„ waste pipes	2	2	—
„ water taps	2	2	—
„ water supply pipes	4	4	—
„ steam valves	1	1	—
„ radiators	1	1	—
Broken doors	2	2	—
Corroded bulkheads	1	1	—
„ vents	1	1	—
Total ...	40	40	—

	Defects discovered	Defects remedied	Defects not remedied
Dirt and Other Conditions Prejudicial to Health			
Dirty water tanks	2	2	—
" accommodation	13	13	—
" lavatories	20	20	—
" forecastles	1	1	—
" wash basins	8	8	—
" messrooms	8	8	—
" galleys	4	4	—
" storerooms	1	1	—
" bathrooms	1	1	—
Choked scuppers	2	2	—
" water closets	1	1	—
Accumulations of refuse	32	32	—
Total ...	93	93	—
Verminous Conditions			
Verminous accommodation	5	5	—
" messrooms	1	1	—
" pantries	2	2	—
" galleys	2	2	—
" storerooms	5	5	—
Total ...	15	15	—
Grand Total ...	155	150	5

Number of vessels subject to detailed examination	655
" " notices served	95
" " " complied with	90
" " " partially complied with	—
" " " not complied with in any respect	5
(a) Percentage of defects remedied	96.77
(b) " " of original construction remedied	28.57
(c) " " through wear and tear remedied	100
(d) " " due to dirt and other conditions prejudicial to health remedied	100
(e) " " due to vermin remedied	100

VII. FOOD INSPECTION

1. Food and Drugs Acts, 1938 and 1944.

The Public Health (Imported Food) Regulations, 1937 and 1948.

During the Year, the Cold Stores were regularly inspected and close contact maintained with the Flour Mills. Several requests were also received for the examination of items of ships' stores.

The following list shows details of foodstuffs condemned during the Year by the Chief Port Health Inspector. In several instances, the foodstuffs concerned, although unfit for human consumption, were found to be suitable for animal feeding purposes.

Barley	....	....	....	....	....	30 lbs.
Beans	....	....	....	....	....	30 lbs.
Beef, Corned	....	....	....	....	....	138 lbs.
Biscuits, Lifeboat	....	....	....	....	....	17 lbs.
Fish	....	....	....	....	....	200 lbs.
Flour	....	....	....	....	....	1,140 lbs.
Macaroni	....	....	....	....	....	22 lbs.
Milk	....	....	....	....	....	232 tins.
Oats	....	....	....	....	....	2 tons, 18 cwts.
Peas, Split	....	....	....	....	....	28 lbs.
Pickles	....	....	....	....	....	1 jar.
Potatoes	....	....	....	....	....	800 lbs.
Rice	....	....	....	....	....	170 lbs.
Tapioca	....	....	....	....	....	10 lbs.

2. The Public Health (Preservatives, etc., in Food) Regulations, 1925 to 1948.

Number of samples examined by :—

(a) Bacteriologist	....	....	....	....	Nil.
(b) Analyst	....	....	....	....	Nil.

3. **The Public Health (Imported Milk) Regulations, 1926.**

No action was taken under these Regulations during the Year.

4. **The Public Health (Shellfish) Regulations, 1934 and 1948.**

There are no shellfish beds or layings within the jurisdiction of the Port Health Authority.

OTHER MATTERS.

(a) **Factories and Workshops.**

Frequent inspections of the sanitary conveniences were made during the Year. All nuisances have been reported upon and the remedial work carried out. The conditions from a public health point of view are satisfactory.

(b) **Sanitary Conveniences on Dockside.**

These are adequate and maintained in a satisfactory condition.

(c) **Foreign Animals Orders, 1910—1919.**

These Orders prohibit the importation of animals into British home ports, scheduled ports and countries, and also provide for the disinfection and cleansing of vessels on which animals are carried.

87 dogs, 96 cats and 6 sheep were brought to the Port during the Year, and remained on board.

(d) **The Parrots (Prohibition of Import) Regulations, 1930.**

These Regulations prohibit the importation of birds of the parrot species, exemption being granted only in cases of special permission by the Minister of Health and for zoological requirements.

During the Year, five budgerigars and 5 parrots were brought into the Port. The requisite notices prohibiting removal from the vessels were served and written undertakings to this effect received. The birds remained healthy and left the Port on the vessels concerned.

(e) **Dangerous Drugs (No. 3) Regulations, 1923.**

No certificates were issued under these Regulations during the Year.

Conclusion.

I should like to express my sincere thanks to the Staff of the Port Health Department for the efficient service rendered by them during the Year under review.

My thanks are also tendered to the Officers of H.M. Customs, the Officers of the Docks and Inland Waterways Executive (South Wales Docks), the Harbour Master and Pilots, for the manner in which they have so readily co-operated in the maintenance of Public Health and prevention of disease in the Port.

Finally, I wish also to thank the Health Committee for their consideration during this period.

I am,

Your obedient servant,

MARY LENNOX,
Port Medical Officer.



